

REMARKS

Reconsideration and allowance of this application are respectfully requested in view of the above Amendment and the discussion below.

Claims 1-10 have been rejected under 35 U.S.C. §112, first paragraph as failing to comply with the enablement requirement. More specifically, the rejection indicates that claim 1 calls for the ‘regulating vehicle handling of one of an all-wheel drive vehicle . . . and a single axle drive vehicle’ whereas at another point in claim 1 there is a recitation of “increasing coupling between a front axle and a rear axle of the vehicle”. According to the statement of the rejection, the claim therefore calls for regulating handling of either an all-wheel drive or a single axle drive vehicle and those skilled in the art would not know how to make the invention because the skilled artist would have readily understood that the single axle drive vehicle would not include both a front axle and a rear axle. To this point, Applicants submit that simply because there is a single axle drive does not preclude that there be a front axle and a rear axle merely that one of these two axles is not a drive axle. The rejection also indicates that it is not understood whether or not the regulating vehicle handling is accomplished as claimed because, according to the rejection, the question is asked as to whether Applicants are considering regulating vehicle handling to include only increasing “yaw damping and locking torque of the main-axle lateral”.

In response to this portion of the rejection, Applicants have amended claim 1 to include the locking torque of the “main-axle lateral lock” to complete the recitation by referring back to the main-axle lateral lock for antecedent basis in the preamble.

Additionally, independent claim 1 has been amended within the preamble to recite that the claimed invention is a method of regulating handling of a vehicle having a controllable longitudinal lock and “optionally” a controllable main-axle lateral lock. The final step of increasing coupling between the front axle and rear axle of the vehicle in order to increase the yaw damping further includes the step of “increasing the locking torque of the main-axle lateral lock

when such main-axle lateral lock is present". It is for this reason that the term "optionally" has been added to the preamble of independent claim 1 so that the step of increasing locking torque will occur when there is a main-axle lateral lock.

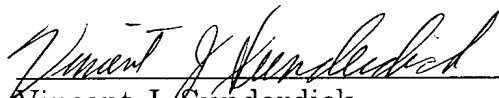
It is submitted that independent claim 1 and dependent claims 2-5, as well as independent claim 6 provide method steps which define over the prior art. In accordance with the amendments to independent claims 1 and 6, as well as dependent claim 4 to overcome the rejections under 35 U.S.C. §112, Applicants respectfully request that this application containing claims 1-10 be allowed and be passed to issue.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #028987.52609US).

Respectfully submitted,

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Vincent J. Sunderdick
Registration No. 29,004

CROWELL & MORING LLP
Intellectual Property Group
P.O. Box 14300
Washington, DC 20044-4300
Telephone No.: (202) 624-2500
Facsimile No.: (202) 628-8844
VJS:ddd

#363067